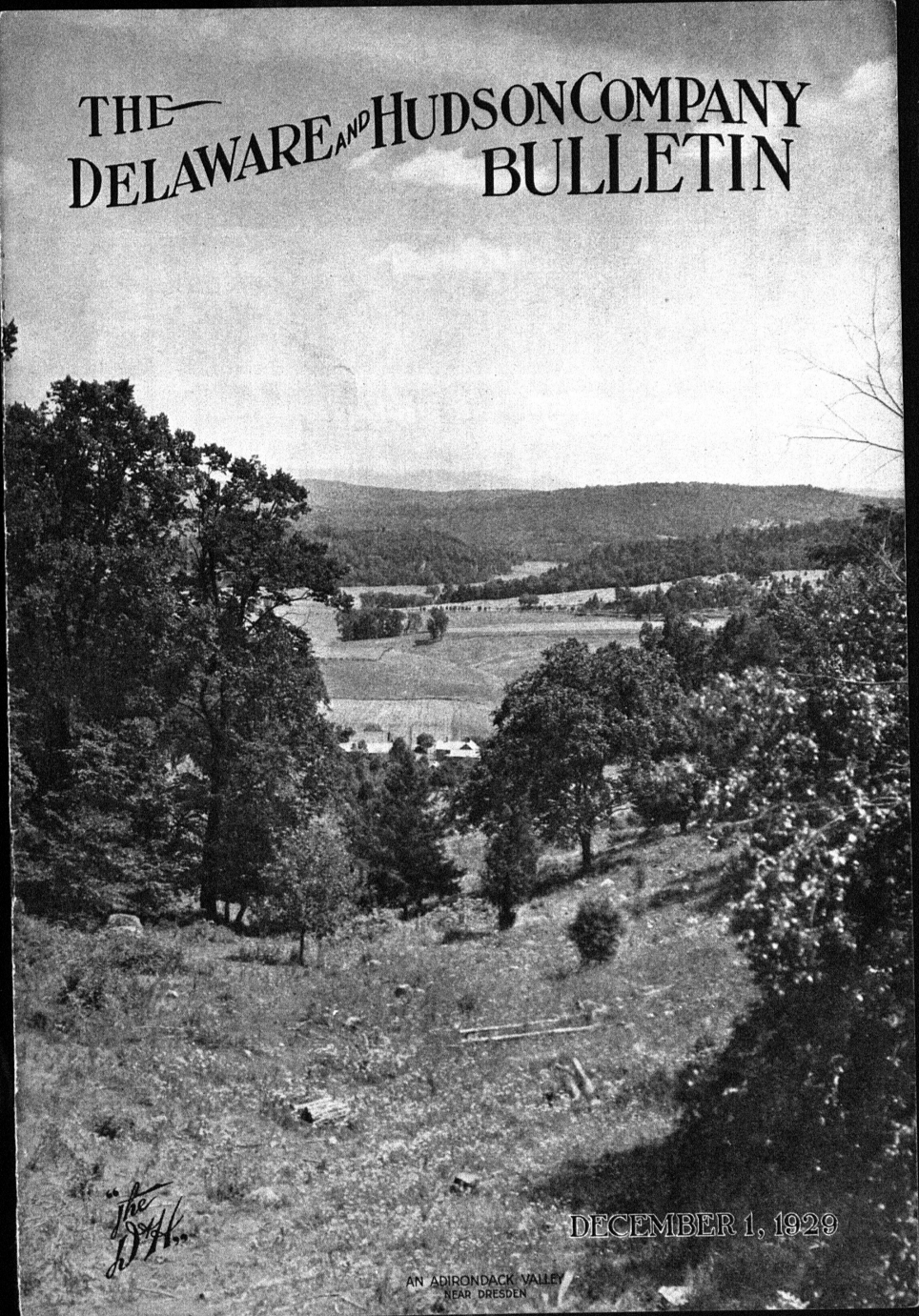


THE DELAWARE AND HUDSON COMPANY BULLETIN



*The
D.H.*

DECEMBER 1, 1929

AN ADIRONDACK VALLEY
NEAR DRESDEN



How To Forget



*If you were busy being kind,
Before you knew it you would find
You'd soon forget to think 'twas true
That someone was unkind to you.*

*If you were busy being glad,
And cheering people who were sad,
Although your heart might ache a bit,
You'd soon forget to notice it.*

*If you were busy being true
To what you know you ought to do,
You'd be so busy you'd forget
The blunders of the folks you've met.*

*If you were busy being right,
You'd find yourself too busy quite
To criticize your neighbor long,
Because he's busy being wrong.*

— Rebecca Foresman.



*"The
DJH"*

The
DELAWARE AND HUDSON COMPANY
BULLETIN

*"The
DJH"*

Vol. 9

Albany, N. Y., December 1, 1929

No. 23

An All-Around Railroader

Track, Operating, and Mechanical Experience Made Up Veteran's Forty-Six Years of Service

IT has been aptly said that the power of a nation rests in the home. Be it room or mansion, bungalow or apartment, a person enjoys a feeling of comfort and contentment at home that can be found nowhere else. Perhaps it is because little confidences may be exchanged at home which would be restrained elsewhere; it may be that only at home can a person relax and really "be himself"; in any event there is no place where one can know the same sense of satisfaction as that enjoyed at home. Even in this day when city dwellers move frequently, almost always some one house is "home" to the individual no matter how many other dwellings he has lived in before or since he lived in this one.

This feeling seems to manifest itself at all stages of life; people are continually recalling incidents which happened where they lived some years before. It frequently happens, too, that the "old-timer", when he retires, goes back to his "home town" to spend the aftermath of an active life. Such was the experience of BAZEEN R. GAIGE, pensioned train baggageman, who, after twenty-six years of service on the Saratoga Division, returned to

Delanson, where he began to work for our company forty-six years ago, to live after his retirement.

MR. GAIGE was born at Quaker Street, the little village overlooking Delanson, N. Y., in 1862. He

attended the grade school which then stood on a plot of ground almost opposite DJ Tower today. After finishing his elementary school work, the boy was sent to the academy which was then located at Quaker Street. An academy, at that time, corresponded to a high school of today. Delanson now has an up-to-date high school and the academy has been discontinued.

During the summer months, when BAZEEN was not in school, he worked for The Delaware and Hudson Company in various capacities; as water boy under Foreman McGarrity when the line from Delanson to Schenectady was being built, and at other light jobs in the Maintenance of Way Department. He

asserts with pride today, "I never worked for any company but the Delaware and Hudson."

At the age of 21, BAZEEN found employment as a trainman and extra conductor at Delanson. There were nine full crews working at Delanson then but, due to the changes in operating methods



BAZEEN R. GAIGE

which have since taken place, the local freight crews are the only road men leaving Delanson regularly at this time. Instead of running pusher crews from Mohawk to East Worcester to help the trains up the grade from Mohawk to Delanson, over Howe's Cave and Richmondville hills, as at present, pusher locomotives were stationed at Central Bridge. Even then train crews

were often held up for days during the winter, unable to continue to Oneonta or return to their home terminals.

In 1891 Mr. GAIGE went to Schenectady as a fireman. During the decade from 1891 to 1901 he was employed as Assistant Yard Master, Foreman and trainman. During the "late eighties

(Turn to page 366)

Reviews Progress in Safety Work

(From Address of Supt. of Safety J. E. Long, Chairman, Steam Railroad Section, National Safety Council)

WE do not progress by looking backward, but we must measure the progress of our work by the results which have been accomplished. It is interesting to note that in 1914, the year prior to the organization of this section, there were reported to the Interstate Commerce Commission 3,259 employe fatalities and 165,612 employe injuries. Last year, after fourteen years of organized effort on the part of American railroads, there were reported to the Interstate Commerce Commission, 1,327 employe fatalities and 70,246 employe injuries; reductions of approximately 59 per cent in employes killed and 57 per cent in employes injured. With these figures in mind, I am sure you will agree with me that the effort has been more than worth while, especially when we consider that in addition to this tremendous saving in the lives and limbs of employes, there has also been a material reduction in the number of passengers killed and injured.

In the safety work that has been conducted on railroads and in other industries, two important elements have received attention. One of these is the mechanical element, or the guarding of machinery, the installation of safety devices and the correction of conditions which, if left uncorrected, might contribute to hazard. The other is the human element, and it is this big, powerful, all-important factor which will undoubtedly dominate our discussions at these meetings. Both safe conditions and safe practices are important, but if we can depend upon statistics, and I think we can, it is undoubtedly true that unsafe practices cause more accidents than unsafe conditions.

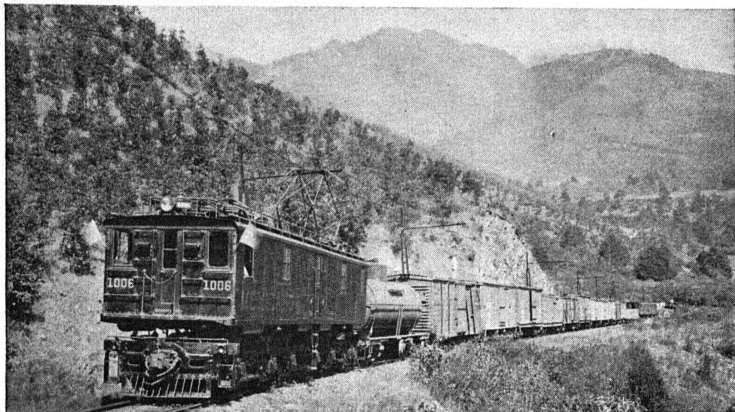
The majority of accidents can be prevented only by the enforcement of rules, the prevention of unsafe acts, and safety education through officers, supervisors, safety committees, bulletins, meetings, etc. It may be difficult to educate all railroad men to be safe men all of the time, but it is not impossible.

Personally I like to think of accident prevention as a humanitarian work, but it also has an economic phase. I believe railroad employes profit first and most by accident prevention, but we should admit that the company also benefits. Accidents cause confusion and confusion causes accidents; in other words, a vicious cycle of economic waste.

I want you to understand that the management of the railroad I have the honor of representing has a real interest in its employes. In addition to our accident prevention activities, they provide continuity of employment, so far as it is humanly possible. They help to pay life insurance. They even provide unemployment insurance.

They do a great many other worth while things such as providing First Aid instruction and equipment which add to the health and happiness of the employes, but they also budget the personal injury expense so the general and division officers may know the economic results of the work.

Men do not all think alike and it is well that they do not. Some are interested in the humanities of safety, some in the economics. We safety officers have to take men as we find them. We are interested in results, and results in our work mean the saving of the lives and bodies of our associates in this great steam railroad family.



Upgrade on the Mexican National

Railroad Electrification

For Terminal and Heavy Grade Work, and Other Special Conditions, Electrical Operation Possesses Marked Advantages Over Steam

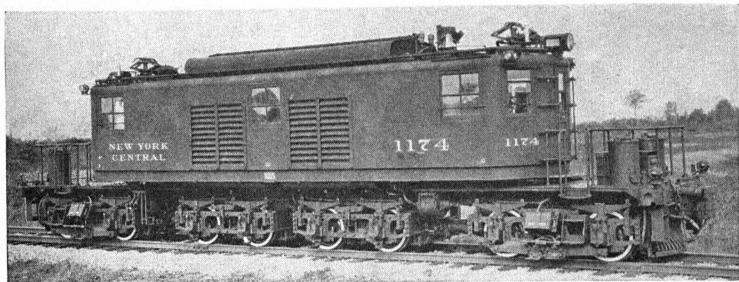
By GEORGE GIBBS, *Consulting Engineer*

(Continued from last issue)

THIS is not a technical paper, and, therefore, no attempt will be made to explain the electrical characteristics and differences of "systems". They may be defined and classified by the kind of current, "direct" or "alternating", used to propel the motors of the train. To the general public the noticeable difference between systems is in the contact means used to furnish power to the train itself, as this feature obtrudes itself to view everywhere. It is either a contact rail alongside of and at or near the track level, or a wire and its supporting structures placed over-head. The first mentioned of these devices has a limited application. Therefore, as electrification has tended to extend its application to all railway distances and conditions of traffic, the third rail contact device has become out of date and has now practically disappeared from the picture; the overhead contact device has become the standard for all new rail-

way electrification. In starting upon the design of a traction installation the plans determined upon as to system and power simply should be comprehensive enough to apply to unlimited extension of the electrification and to conduct any and all the services of a trunk line railway; this means that any system adopted should possess the characteristics of flexibility and applicability to unlimited extension and unlimited power requirements at the train. All electrical traction systems now in use employ a centralized source or sources of primary power supply to be transmitted along the railway to local points, where it is transformed or converted into power suitable for use on the trains.

The first cost of electrifying a railway is very great. Speaking in very general terms, the equipment costs may be divided roughly into three parts, each of substantially the same magnitude; namely, one-third for the power generation, trans-

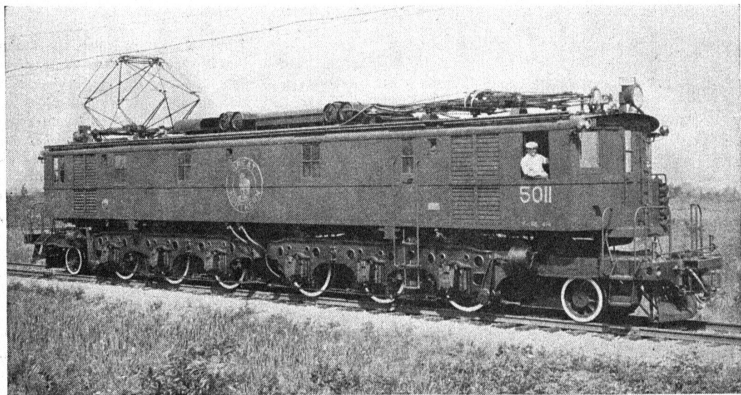


New York Central Passenger Power

mission and conversion; one-third for the motive power on the trains; and one-third for the distributing and contact elements. All of these are, naturally, subject to considerable variation, in accordance with the traffic and physical conditions of the particular railway. In addition, the application of electric traction requires a more or less extensive track rearrangement, the acquisition of additional real estate, changes in or removal of many structures, and radical changes in signal and communication systems. These taken together add a considerable sum to the first cost of an electrification.

It is because of high first cost that the progress of electrifying steam railways has been quite

slow. Even if the superior economy and the indirect advantages resulting could be shown to warrant the departures from steam traction, the prodigious outlay of new capital required has often made the change impossible. The direct economies secured from electric traction are practically all in fuel saving, in train labor and in cost of repairs of motive power. These direct economies are produced in part by changes in operating methods, that is, by using heavier and fewer trains for a given volume of traffic and the elimination of stops, such as for coal and water; the saving is further influenced by changes in train speeds. All of these direct economies taken together may amount to a considerable sum, but

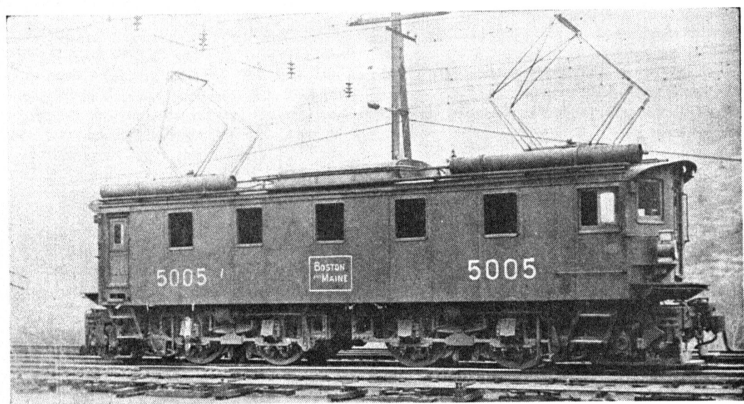


Great Northern—For Cascade Tunnel Operation

unless traffic is very dense or the conditions very peculiar and favorable, such as heavy grade work, they will, unfortunately, not be found sufficient to pay a profit over and above the additional fixed charges which the railway must assume for the new equipment, and will sometimes not even carry the charges. The indirect saving advantages anticipated, therefore, are always very important in deciding upon an electrification.

During the past fifteen years, great progress has been made by the railroads in effecting more intensive and economical use of their equipment and facilities. For instance, the accomplishments in improving steam locomotive design are impressive. In spite of large growth in business, there are actually fewer locomotives now in service than there were in 1914—63,000 now against

directions: Increased size and adhesive weight; larger boilers which require less forcing; mechanical stokers; superheaters; feed-water heaters; improved valve motion; also the use of cast steel to lighten parts. While some of these add complication, the cost of repairs per locomotive mile has actually been reduced—and greatly reduced per ton mile hauled. By these improvements fuel economy has been increased and is now very satisfactory. In other ways, also, the railways have succeeded during the past few years in effecting more intensive use of their existing facilities, so that it becomes more and more difficult to make out a good case for the substitution of electric traction, as regards direct economies produced. This, of course, tends to reduce the field for same to special cases and for special



Boston & Maine—Hoosic Tunnel Service

63,500 in 1914. The reason is that the amount of work performed per locomotive has greatly increased. Practically, the steam locomotive has been completely redesigned during this period. Its hauling capacity has been raised so that from the same number of locomotives the combined tractive effort is now 2,676,000,000 pounds against 1,932,000,000 pounds in 1914. The average locomotive weight has risen from 86 to 112 tons. The gross ton-miles per locomotive have increased from 8,810 to 19,679 and the average freight train speed (running and starting times included) has risen from 10 to 12.8 miles per hour.

The locomotive improvements made are in many

conditions. This does not mean that electrification will stop, but it does mean that the complete supersession of the steam locomotive by the electric is in the far and dim distance. It also emphasizes the importance of proceeding with projects of the kind only after careful and thorough investigation of the probable returns both to the railways and the public.—G. W. GIBBS in *Railway and Locomotive Engineering*.

NOTE—The recent improvement in steam locomotives has been so marked that the discussion of the relative merits of steam versus electric railway power is receiving renewed interest. While we view the steam engine as preferable, it is desirable that an opportunity be given to view the arguments advanced by the proponents of electric traction. The article by Mr. Gibbs has therefore been printed with this in mind.—*Editor*

Tenth "Get Together" at Saratoga

*More Than Five Hundred Saratoga Division Employees and Their Friends Attended the Tenth
Opinion Unanimous That This Was the Largest*

HERE'S Number Ten, "Going Fine"
Like D. & H. Ten we're "Right on
Time"

We're growing fast, we're ten years old,
And like a kid, We're Getting Bold;
We demand that you enjoy the night,
And know that you'll find everything right.
Don't wait for introductions, just say "Hello,"
and grin,

Watch the other people, see the fun begin.
Saratoga Division folks are congenial, jolly, and
true,

And that's just what we're demanding of You.
Mingle and mix, everything will be fine,

We're out for Success for Nineteen Twenty
Nine.

Those who were present at the Get Together will readily recognize the above; for the benefit of the remainder of our readers we shall identify it as the verse which appeared on the cover of the program of the afternoon and evening's entertainment. No better medium than this could be employed to describe the aim of the "Get Together" Association, and this object was attained at this, their Tenth Annual Meeting.

This year the Get Together was held in the Masonic Temple, in Broadway, Saratoga, Thursday, November 7. The program opened with games of bridge, five hundred, and euchre in the afternoon. During the afternoon and early evening a pleasing musical program was rendered by Howland's Orchestra of Mechanicville. This



Saratoga Was Most Successful Ever Held

*the Tenth Annual Meeting of the "Get Together" Association, in Masonic Hall, Saratoga;
the Largest and Most Successful Affair of All*

group also furnished the music for the entertainment and dance during the evening. With the arrival of train No. 5 from Albany, more guests began to appear for the dinner. Others arrived in automobiles and the gathering assumed the enthusiastic aspect of former years.

When all had arrived, the doors to the banquet hall were thrown open and the guests filed in, each receiving a favor upon entering. The ladies were presented with a triple compact, with lipstick, in a neat dresser box to match. The gentlemen received attractive pearl handled knives. The tables, which ran in long lines across the hall, were attractively decorated with roses, chrysanthemums, and pom poms. The stage, on

which the entertainers were seated, was decked with palms and flowering plants.

While the banquet was being served, the guests were entertained by the Car Department Entertainers under the direction of CHARLES RUHTZ, accompanied by Morris Hoffman at the piano. Fourteen acts were presented by the group, all of whom were either employees of the company or their children. The program included vocal solos by NELSON GREEN, Miss Grace Heffern, DAN CONNELL, JIMMY BRITTON, CHARLES RUHTZ, PETER HEFFERN, EDDIE DILLON, PAUL CLICKNER, and WILLIAM O'BRIEN. Miss Heffern, a tiny tot, was dressed in a long blue dress, with a pink bonnet to match. The agent at Wolf Creek, in the person

(Turn to page 366)



The Delaware and Hudson Company BULLETIN

Office of Publication:

DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company, for the information of the men who operate the railroad, in the belief that mutual understanding of the problems we all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol. 9

December 1, 1929

No. 23

Don't Quilt

WHEN things go wrong as they sometimes will,
When the road you're trudging seems all up hill,
When the funds are low and the debts are high,
And you want to smile but you have to sigh,
When care is pressing you down a bit,
Rest, if you must—but don't you quit.

—ANON.

Do I?

LET us cultivate the habit of self-criticism. Occasional criticism of government officials, business associates, captains of industry, children and wives, is necessary, of course, but it can be overdone.

Why not direct our indignation upon ourselves and exclaim: "Am I as good a man as these people I criticize? Do I work as hard, as intelligently? Do I have the courage to do things that may evoke criticism? Am I willing to assume the responsibility for doing a disagreeable task? If I were in the other man's place would I do any better?"

Honest answers may become embarrassing. The self-inquisitor should then demand: "Why don't I improve myself instead of trying to improve others? Why don't I become angry when I contemplate my own stupidities? Why don't I develop the qualities in myself that I demand in others?"

Let us try to see ourselves as others see us.

What do they see? Perhaps a somewhat lazy, undependable, erratic fellow. Maybe a good enough plugger, but totally lacking in aggressiveness.

Such realism hurts. But this magazine is addressed to realists.—*Shop Review.*

Education For Work

THE job comes first with an American.

Increasingly, high school and college education is adjusted to fit boys and girls for jobs.

Adult education is largely concerned with jobs.

"In England," says Gareth Garrett, "the intent of adult education is to give the wage earner a cultural interest to fill up his leisure time—nature study, astronomy, the physics and chemistry of everyday life, literature, perhaps. In Germany the intent is technical. In Denmark it is to stimulate the mind generally. But the American idea of adult education is to enable the man to find greater self-expression in his job."

No one who finds a satisfactory outlet for his intelligence and energy in his work would trade his job for any other activity.

The joy of work is known to those who are doing what they like to do. What we like to do we do well. The healthiest thrill flows out of useful accomplishment.

It will be a sorry day if we are ever persuaded that our children should be reared for something other than work. We will rob them of the best part of life. Let us guide them to congenial work, but let us teach them the nobility of honest, useful work, even though we may have the means to support them in conspicuous idleness.—*Through the Meshes.*

Some men are slow and sure—many of them simply slow.

Found!

FOLLOWING the close of the Saratoga Division Get Together, several articles consisting principally of wearing apparel and personal effects, were turned in at the office. The owners may obtain them by identifying articles lost to the satisfaction of CHESTER A. ANTHONY of SUPERINTENDENT FAIRHEAD's office.

International Problems In Coal

Increases in Production Surpassing Rate of Change of Consumption Cause Present Situation

IN the past fifteen years the world consumption of coal has increased only by an amount approximately equal to an average year's increase before the war. This is the basic factor behind all the difficulties which have beset the industry in recent years. Badly organized, over-equipped, and facing the growing competition of other fuels, the coal industry remains still in a depressed condition.

Because coal before the war was without a serious rival as a generator of power, its use increased in proportion to the industrial output. Between 1886 and 1913 world consumption advanced at a rate of more than 4 per cent each year. Of the three great countries accounting for the major part of this output, production quintupled during the period in the United States, tripled in Germany, and increased by 80 per cent in Great Britain.

Since that period, however, the increase has largely come to an end, and the average annual production has been close to 1200 million metric tons, or about equal to the 1913 figures. In a summary of the industry, the League of Nations gives the following figures for the output of coal in recent years as compared with the output of foodstuffs and raw materials.

	WORLD PRODUCTION		Foodstuffs and Raw Materials
	Coal		
	Millions of metric tons	Index	Index
1913	1,216	100	100
1923	1,207	99.3	106
1924	1,192	98.1	108
1925	1,195	98.3	116
1926	1,193	98.1	117
1927	1,283	105.5	121
1928	1,245	102.4	(125)*

* Provisional.

Thus during the fifteen years under consideration the consumption of coal has increased only 2 per cent although the economic activity of the world, as indicated in a 25 per cent increase in the output of foodstuffs and raw material, is very substantially greater.

CAUSES OF DECLINE IN DEMAND

Probably the chief cause for the smaller demand for coal today is the greater economy in

its use. It has been estimated that horse power produced by coal has increased by 50 per cent since 1916. The amount of coal burned per horse power, however, has declined at almost exactly the same rate so that the net amount of coal consumed has remained virtually unchanged. Considering the railroads as representing one of the largest users of coal, experiments in 1920 demonstrated that 197 pounds of coal were required to move a thousand tons the distance of a mile, while in 1928 only 143 pounds were needed to do the same work, thus effecting a saving of 20 per cent. In the past eight years this increased efficiency in the use of fuel has resulted in a total saving of \$450,516,000 for the railroads. Nor is this economy true of America alone. In Germany, for example, a saving of 10 per cent has been effected in the use of coal in industry by means of improved appliances.

Likewise, the demand for coal has been decidedly affected by the development of other fuels as substitutes. This began during the war when every available source of energy was utilized. Rapid progress has been made in the last decade in the scientific conservation of heat, in the extraction of the maximum of energy from burning coal, and in the use of water power.

There has been an enormous increase in the use of water power both here and in Europe. The capacity of water power plants in the United States was 7,921,000 horsepower in 1920. By the end of 1926 this had increased to 11,721,000. Over 84 per cent of the total energy employed in the United States in 1913 was derived from coal; in 1927 the proportion had fallen to under 64 per cent. Hydro-electric power generated in Italy has increased since 1914 by an amount equal to a coal consumption of some 9,000,000 tons per year. Similar developments have taken place in other countries.

Oil also is being used more and more widely as a substitute for coal both in the manufacture of power and in the heating of buildings, partly because it is clean, easy to handle and gives more complete combustion. In many sections locomotives are now equipped to burn oil, and the tonnage of oil burning ships has increased from 1,500,000 to 20,500,000 in the last twelve years. The League of Nations estimates that 38 per cent

of the mercantile marine of the world is adapted for using oil while in 1914 the proportion was 3.4 per cent.

PRODUCTION CAPACITY ENLARGED

In the face of all these influences tending to lessen the consumption of coal, the capacity of the industry's output has continued to increase. Here again the war was partly responsible, making it necessary, as international trade became demoralized, for each country to develop its own production. The Netherlands, for example, increased its output from 1.9 million tons in 1913 to 10.7 million in 1928. Spain's output increased 50 per cent, India 30 per cent, Japan 46 per cent. The output derived from the present territory of France is about $7\frac{1}{2}$ million tons greater than in 1913 and that from the present territory of Germany is about 10 million tons greater.

Thus the problem is intensified: not only is there a slight excess of production reflected in lower prices, but behind that excess there is an immediately available capacity to produce a much greater surplus. In Europe alone, if the United Kingdom, Germany and Poland, the three largest producers, fulfilled their capacity, production would be increased by 20 per cent.

EFFORTS TOWARDS CONTROL

In view of this very large excess, natural increase in demand alone will hardly be sufficient to re-establish the industry. As a result, many protective measures such as duties on imports, subsidies and the control of domestic prices have been undertaken by the different European countries. The Economic Committee of the League of Nations believes that these national measures generally have had the effect of increasing rather than lessening the depression in the industry, and there is now under consideration the question of international agreements between producers as to output, markets and prices.

All of the problems discussed above are equally present in Great Britain and the United States, the two largest producers of coal. In both these countries the industry has been in an altogether unsatisfactory condition. In both countries production has shown no increase. In the United States it has remained exactly the same, in Great Britain the 1913 output of 292,000,000 tons had fallen by 1928 to 244,000,000 tons. The Ministry of Labor Gazette reported in March, 1929, that there were 170,000 British miners out of work.

PROTECTIVE MEASURES IN GREAT BRITAIN

While the demand for British coal was declining by more than 10 per cent, the productive capacity of the British coal mining industry was

increasing by more than 10 per cent, capacity therefore exceeding demand by at least 20 per cent. The amount exported declined from one-third of the total output in 1913 to one-fourth in 1927.

In the face of this situation, the seriousness of which was augmented by constant labor difficulties, Great Britain instituted in 1928 for the first time certain attempts to establish cooperative control in place of unrestricted competition. In Great Britain the solution for the industry's troubles seems to lie in a reduction of the mines in operation and drastic reorganization of those that are continued. Of the several agreements established in Great Britain the most important is the so-called "Five Counties Scheme" (covering, however, the coal mines of nine counties) which combines restriction of output and the payment of a subsidy upon exports. The scheme has not been altogether successful, but there are proposals now under consideration for extending it, and as yet there has not been sufficient time for an adequate trial.

NEED FOR DOMESTIC ADJUSTMENT

In the United States the export trade, amounting to only $4\frac{1}{2}$ per cent of the output, is not particularly important. Four-fifths of it is consigned to Canada. Thus only in years when there is a decline in European production (as at the time of the British strike in 1926) is there an export trade in any substantial volume to Europe. The need here, however, is for a development in the coal industry similar to that which took place fifty years ago in most of the other American industries.

The coal industry is still conducted on a basis of many scattered units operating in a spirit of fierce competition. It has been recommended that the anti-trust laws should be modified so as to permit certain consolidations among the various companies, eliminating the uneconomic mines. The constant opening of new shafts and developing of old ones at considerable cost has kept operating companies in a state of comparative poverty and has continued to augment the condition of over-production.

Solution of the problem in the United States is not dependent on international agreement concerning export, but upon greater efficiency in production and better adjustment to the domestic market. Subject to this adjustment, the industry, handling a staple product, should be able to make profitable use of its assured demand.—*The Index.*

Forty-Seven Claims Paid

During the Four Months Ending November First, \$91,300 Was Paid On

Group Insurance of Employees

FORTY-SEVEN claims totaling \$91,300 were paid to beneficiaries of Delaware and Hudson Group Insurance policies during the four months ending November 1st, 1929. Of the insured ten were former employees whose names were on the pension roll of the company. In amount the payments varied from \$500 to \$5,800.

NAME	OCCUPATION	LOCATION	DATE DIED	CLAIM
Akers, Clayton F.	Engineman	Carbondale	9- 2-29	\$5,800.00
Aleman, Florio	Trackman	Elmira	9-27-29	*2,000.00
Ames, John F.	Engineman	Carbondale	9-23-29	5,600.00
Ashe, George	Car Insp. & Repr.	Binghamton	10- 7-29	1,800.00
Baker, Frank A. (P)	Track Supervisor	Saratoga	8-10-29	2,000.00
Barnard, John	Car Repairman	Plattsburg	10-11-29	1,600.00
Barnes, Almon	Master Carpenter	Wilkes-Barre	9-10-29	1,600.00
Berner, Clarence U. (P)	Trainman	Oneonta	6-30-29	1,800.00
Blackwell, Nelson (P)	Carpenter	Carbondale	10- 8-29	1,600.00
Brant, Edmund	Gateman	Green Ridge	9-16-29	1,000.00
Carpenter, Wesley B.	Laborer	Carbondale	8-18-29	1,200.00
Carroll, Arthur	Wrecker	Oneonta	9-16-29	*4,400.00
Cavanaugh, William J.	Crossing Watchman	Glen Falls	8-13-29	1,000.00
Ford, William H.	Foreman	Colonie	9-25-29	3,000.00
Flynn, James	Flagman	Menands	7- 9-29	1,000.00
Geary, Horace H.	Trainman	Carbondale	6-27-29	*4,400.00
Gleeson, Augustus J.	Yard Clerk	Mechanicville	6-21-29	*3,600.00
Gravino, Angelo	Trucker	Wilkes-Barre	10-14-29	*2,000.00
Hall, William	Trackman	Voorheesville	7- 8-29	500.00
Hewson, Edward John	Moulder	Colonie	8-10-29	2,000.00
Janes, William G. (P)	Claim Checker	Albany	7-19-29	1,200.00
Keehan, Edward Henry (P)	Hostler	Saratoga	8-14-29	1,800.00
Konosky, Ignatz	Laborer	Hudson	7-28-29	2,000.00
Kramer, Albert	Trackman	Eagle Bridge	7-14-29	500.00
Lamay, Nelson (P)	Sand Drier	Whitehall	8-18-29	1,200.00
Lederer, Theodore	Elevator Man	Albany	9-30-29	1,200.00
Lynch, Michael (P)	Crossing Watchman	Delmar	9- 3-29	1,600.00
Malloy, John	Crossing Watchman	Albany	10-17-29	1,000.00
Melvin, Thomas	Crossing Watchman	Albany	10- 8-29	1,000.00
Morse, Albert M.	Trainman	Oneonta	9-19-29	*4,800.00
Olver, Matthew H. (P)	Gate Tender	Scranton	7- 4-29	1,000.00
Phillips, Michael	Trackman	Schenectady	10-14-29	1,600.00
Pierson, John M.	Yard Clerk	Mohawk	8- 3-29	500.00
Rembecki, John	Gateman	Dickson	8-26-29	1,000.00
Reynolds, Cornelius C.	Agent	Sanitaria Spa	6-16-29	1,400.00
Sabada, Samuel	Section Man	Avoca	5-14-27	500.00
Saunders, Ralph	Trainman	Whitehall	6-22-29	2,000.00
Seeley, Frank L.	Trainman	Binghamton	7- 7-29	*3,600.00
Selby, William E.	Switch Tender	Saratoga	7- 3-29	1,600.00
Shattuck, Thomas H. (P)	Conductor	Schenectady	10- 2-29	2,800.00
Sino, Joseph	Loco. Insp.	Colonie	9- 3-29	1,400.00
Smith, Frederick S.	Freight Agent	Scranton	9-23-29	3,400.00
Snyder, Joseph	Asst. Chf. Jt. Insp.	Wilkes-Barre	10- 9-29	2,000.00
Straci, Joseph	Loco. Oiler	Oneonta	12-23-28	500.00
Torchansky, Nicholas	Laborer	Carbondale	5-28-29	1,000.00
Ulmer, William F. (P)	Janitor	Carbondale	10-12-29	1,000.00
Zielfeld, Henry W.	Machinist	Colonie	7-25-29	1,800.00

Total \$91,300.00

(P) Indicates pensioned employee.

* Includes payment under Accidental Death and Dismemberment Insurance.

The Delaware and Hudson Company Bulletin

Tenth "Get-Together"

(Continued from page 361)

of WILLIAM McDERMOTT, insisted that the program was not sufficiently up to date, so he proceeded to liven things up with a song and dance act.

Another specialty act, presented by the Keefe Trio, composed of the two sons and a daughter of JOHN KEEFE, was enthusiastically received by the audience. The boys were dressed in black jackets, white trousers, and black stove-pipe hats, while the girl wore a long pink dress with gold slippers. Their singing and clog dancing were excellent.

Again this year the Hancox Brothers, banjo experts, accompanied by Irving Rosenholtz, presented several well executed numbers. Margaret Heminway, daughter of T. A. HEMINWAY, announced the numbers as they were presented, and gave an exhibition of clog dancing which was enjoyed by everyone. The Delaware and Hudson quartette, composed of MESSRS. HEFFERN, CLICKNER, RUHTZ, and KEEFE, again delighted the guests with their singing.

The final number on the program, a parody on the song "Together", was sung by the entire company and the audience. The program of entertainment, as well as the banquet itself, surpassed all previous efforts.

At the conclusion of the banquet a short intermission followed while the hall was being cleared for the dancing which continued until 1 A. M. following the Grand March, which was led by Supt. J. E. FAIRHEAD and Mrs. A. O. Lee. During the intermission a special program of tap dancing was presented by Miss Florence Dolan, of Troy, an old friend of Get Together goers.

To simply say that the get together idea is still "Going Fine" would not do justice to the affair this year. Over five hundred persons were present and everyone had a most enjoyable time.

Awards were made to the card players as follows:

Bridge—Mrs. A. Caliconi, Glens Falls, a congo set; Mrs. McKeon, Troy, a bridge set; F. J. CASSIDY, Troy, a silk scarf; J. T. HAYDEN, Cohoes, a cigar lighter.

Five Hundred—Miss Gertrude Bodkin, Mechanicville, one-half dozen silk handkerchiefs; Mrs. F. Wehmeyer, Green Island, a sugar and cream set; C. M. ACKER, Watervliet, a silk umbrella; and H. T. BUTLER, one dozen handkerchiefs.

Euchre—Mrs. Agnes Dolan, Green Island, a bed spread; Miss Viola Winnie, Mechanicville,

an atomizer and perfume set; O. J. LAUGH, Cohoes, alarm clock; Mr. McINALL, Saratoga, collar and cuff link set.

The members of the committee whose efficient handling of all arrangements contributed so greatly to the success of the event were: C. H. KEMP, Chairman, C. W. ANTHONY, Secretary and Treasurer, J. T. HAYDEN, F. B. KELLEY, L. G. NICHOLS, J. A. DOHERTY, C. M. ACKER, E. MITCHELL, F. BARNEY, S. H. MOSIER, W. H. HYDE, J. T. QUINLAN, M. JENSEN, W. H. McINALL, J. D. CURTIS, P. A. HANNAN, E. E. LONG, H. G. STEVENS, A. D. WAGAR, V. C. WINNEY, N. P. BENWAY, G. H. BONVILLE, J. J. HAYES, and W. J. SCHRAMM.

All-Around Railroader

(Continued from page 356)

and early nineties" the yard at Mohawk was transferred from the supervision of the Susquehanna Division to the Saratoga Division several times. It was under the Saratoga Division when Mr. GAIGE finally returned to the train service. For that reason he continued as a Saratoga Division man whereas he began as a Susquehanna Division employee.

One of the most exciting incidents Mr. GAIGE ever experienced, happened while he was on the Sunday passenger train in charge of CONDUCTOR JACOB VAN DEUSEN, now General Yard Master at Green Island, running between Schenectady and North Creek, July 31, 1910. While travelling at a high rate of speed, the train was derailed at Ballston Lake on account of spreading rails. All three coaches and a combination car were derailed and the locomotive rolled over the bank. No passengers were seriously injured although three of Mr. GAIGE's ribs were broken. It was little short of miraculous that no passengers or employees were killed.

Mr. and Mrs. GAIGE reside in Delanson in a little home overlooking the Delaware and Hudson tracks just below the station. They have three children, two sons who work on the New York Central Lines and a daughter in Utica

Stranger—"Tell me, have any big men ever been born in this city?"

Native—"Nope, only babies."

"What is steel wool?" asked the new clerk.

"Well, steel wool is the shearings from a hydraulic ram."—*Orient Magazine*.

Clicks from the Rails

A Speedy Marriage

All known speed records for hasty marriages were broken when Justice of the Peace Maurice Degenstein of Yonkers joined in marriage James Carozza and Laura Bove. Justice Degenstein was about to take a train when he received a message asking him to perform the ceremony. He promised to do so if the couple was at the station before his train arrived. Both the couple and the train arrived at the same time, however.

The train was held up long enough for the happy couple to say "I do," and with the Justice barely hanging from the rear platform, pulled out of the station. As it was picking up speed an attendant rushed up and told the Justice he had forgotten something. "No," he said, "they are legally married. Don't worry." But the attendant hurried a little ball onto the platform and Mr. Degenstein picked it up. It was a ten-dollar bill.

Radio on French Trains

Evidently following the example of the railroads of Poland, radio receivers for the accommodation of passenger listeners are to be installed in French trains. The French state railway will equip with radio sets three of its principal Paris-Havre express trains. An operator in a special cabin will supervise the reception of the programs on the trains. Headpieces will be made available for each passenger in first and second class coaches. A charge to each user of the service will vary from forty to eighty cents.

Brave Policeman

Lieutenant George Geyer of the Pennsylvania police force recently prevented the hi-jacking of a \$17,900 load of cigarettes at Chicago. Although unarmed, Lieutenant Geyer jumped on the running board of a car that was being driven along the driveway while the shipment of cigarettes was being delivered, and arrested two men. They had three loaded guns in their possession, and turned out to have police records.—*Railway Age*.

A "Scotch" Railroad

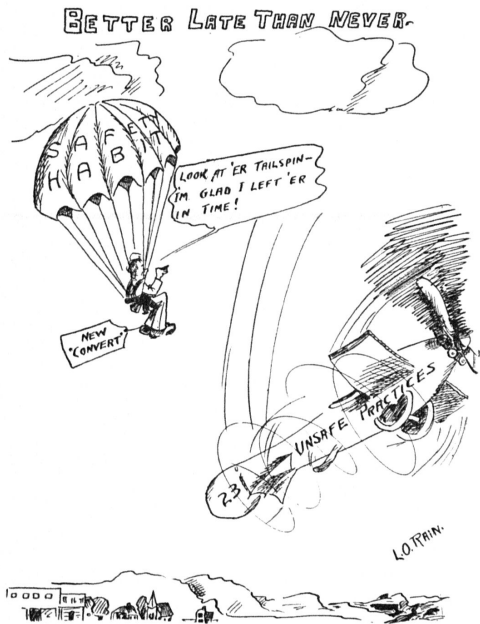
The latest development in railway engineering takes the form of a veritable "Scotch railroad." Originated in Edinburgh, Scotland, the plans call for a system of aero-trains in that country. The trains, cigar-shaped, will be suspended from an overhead, single-rail track (note the economy) and will be driven by airplane propellers. At a speed of 100 miles an hour, the plane will lift most of its weight from the rails, the latter feature being incorporated in order to realize the engineers' dream for a "permanent" right of way. When the line's motive power department succeeds in developing an engine which will use air as a fuel, another Scotchman's dream will come true.

Many Transcontinental Trips

One of the most remarkable railway passengers is Mrs. Frank M. Jones, of Tacoma, Wash., age 84, who recently completed her eighty-seventh transcontinental journey from Tacoma to Saranac Lake, N. Y. F. A. Valentine of the Chicago, Milwaukee, St. Paul and Pacific, has successfully solicited Mrs. Jones' patronage for his railroad on 81 of the 87 trips she has made.—*Railway Age*.

Trainman Makes Violins

Lex Crain, of the Southern Pacific, is a passenger brakeman during his working hours, but in his leisure hours he builds violins. He is an expert at it, and some of his instruments are used by renowned musicians.



COURTESY B. & O. MAGAZINE.

Vision and Success



VISION plays an important part in business success. The man who looks not only ahead, but all around him, will see opportunities that are entirely missed by men engrossed in the petty routine of immediate affairs. Without vision, ideals are impossible. The spirit of service, the sincere intent to earn one's way in the world, the earnest endeavor to deliver just a little more than is expected — these are products of vision.

— *Edison's Monthly.*